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1430.01 General

Chapter 1420, “Access Control,” has an overview of access control and the references list and definitions of terminology for this chapter.

Requirements for the establishment of limited access highways are set forth in Revised Code of Washington (RCW) 47.52. The level of limited access is determined during the early stages of design in conformance with this chapter.

Limited access is established to preserve the safety and efficiency of specific highways and to preserve the public investment. Limited access is achieved by acquiring access rights from abutting property owners, and by selectively limiting approaches to the highway.

Highways controlled by acquiring abutting property owners’ access rights are termed limited access highways and are further distinguished as having full, partial, or modified control. The number of access points per mile, spacing of interchanges or intersections, and the location of frontage roads or local road/street approaches are determined by:

- The functional classification and importance of the highway.
- The character of the traffic.
- The present and future land use.
- The environment and aesthetics.
- The highway design and operation.
- The economic considerations involved.

The Washington State Department of Transportation (WSDOT) has full jurisdiction on limited access highways, whether they are inside or outside incorporated city limits except that the Federal Highway Administration (FHWA) has jurisdiction on the Interstate System.

WSDOT keeps a record of the status of limited access control, by state route number and mile post, in the database: Access Control Tracking System at <http://www.wsdot.wa.gov/eesc/design/access>, under the RELATED SITES heading.

The acquisition of full, partial, or modified control is to be evaluated when right of way is being acquired on an existing highway if the route is shown on the Access Control Tracking System list as either established or planned for limited access. The matrices in Chapter 325 list several project types for which acquisition is indicated as a design element.

The cost of acquiring limited access must be evaluated considering future accident costs, future development, and the improved level of service of limited access highways. This cost will be evaluated against the cost to realign the highway in the future if limited access is not acquired at current prices.

Nothing in this chapter is to be construed to prevent acquisition of short sections of full, partial, or modified control of access.

1430.02 Achieving Limited Access

(1) Process

All Washington highways are managed access highways (Chapter 1435) except where limited access rights have been acquired. The right of way and limited access plans show the acquired limited access boundaries along the highways shown on the Access Control Tracking System as “Established Limited Access.” The Tracking System list also shows the highways that are “Planned for Limited Access.”

To achieve limited access:

(a) The Transportation Commission first identifies a highway as “Planned for Limited Access.”

(b) To establish or revise limited access on new or existing highways, access hearings are held. See Chapter 210, “Public Involvement” regarding hearings, and Chapter 1410 for the phases of appraisal and acquisition.

- Phase 1. The region develops an access report and an access report plan for department approval and presentation to local officials. The plan notes the level of limited access proposed to be established.
- Phase 2. The region develops an access hearing plan for the State Design Engineer or designee approval and for presentation at the hearings.
- Phase 3. After the hearing, the region develops the findings and order and revises the hearing plan to become the findings and order plan. The findings and order is processed to Headquarters (HQ) Access and Hearings Unit for review and approval.

(c) The Transportation Commission or a designee adopts the findings and order and thus establishes the limits and level of limited access control to be acquired.

(d) The findings and order plan is now revised by the Right of Way Plans Office for approval by the State Design Engineer or designee as a Phase 4 final right of way and limited access plan.

(e) Real Estate Services acquires limited access rights from individual property owners based on final design decisions (diamond interchange or single point, for instance) and updates the right of way and limited access plans.

(f) These highways or portions thereof are now limited access highways and no longer fall under the managed access program.

Highways are shown in the Access Control Tracking System as “L/A” in the CURRENT ACCESS column and further listed under ESTABLISHED L/A, PLANNED L/A, or L/A

ACQUIRED, based on the current right of way and limited access plans. If not listed under L/A ACQUIRED, the highway section is a managed access highway section until the acquisition is final.

(2) Access Report

The access report is developed by the region to inform local governmental officials of the proposed limited access highway, the principal access features involved, and to secure their approval. This report is not furnished to abutting property owners. Three copies of the report are submitted to the HQ Access and Hearings Unit for review and approval prior to submission to local authorities.

The access report consists of:

(a) A description of the existing and proposed highways. Data on the history of the existing highway (may include references to High Accident Locations (HAL), High Accident Corridors (HAC), Pedestrian Accident Locations (PAL), and Risk locations) and development of the proposed highway(s).

(b) Traffic analyses pertaining to the proposed highway, including available information concerning present and potential future traffic volumes of county roads and city streets crossing or severed by the proposed highway, and sources of information (origin-destination surveys, and so forth).

Traffic data developed for the design decision summary, together with counts of existing traffic directly available from state or local records, is normally adequate. Special counts of existing traffic are obtained only if circumstances indicate that the available data is inadequate or outdated.

(c) A discussion of factors affecting the design of the subject highway, including:

- Design level.
- Level of limited access, with definition.
- Roadway section.
- Interchange, grade separation, and intersection spacing.
- Pedestrian and bicycle trails or paths.

- Operational controls with emphasis on proposed fencing, the general concept of illumination, signing, and other traffic control devices.
 - Locations of utilities and how affected.
 - Proposed plan for landscaping and beautification, including an artist's graphic rendition or design visualization.
- (d) Governmental responsibility, comprehensive planning, land use, and community service relative to the new highway.
- (e) The disposition of frontage roads, city street and county road intersections, and excess right of way.
- (f) An appendix containing the following:
- A glossary of engineering terms.
 - A traffic volume diagram(s).
 - Pages showing diagrammatically or graphically the roadway section(s), operational controls, and rest areas (if rest areas are included in the project covered by the report).
 - A vicinity map.
 - An access report plan and profiles for the project.

The access report plan shows the effects of the proposed highway on the street and road system by delineating the points of public access. See the *Plans Preparation Manual* for a list of the minimum details to be shown on the plan and for a sample plan.

- (h) Conferences and Reviews. Upon receipt of the Environmental and Engineering Programs (E&EP) Director's approval of Phase 1 (Figure 1410-1), the region publishes the necessary copies, submits the access report to the county and/or city officials for review and approval, and meets with all local governmental agencies involved to discuss the report. The region reviews any request for modification and submits recommendations, with copies of any correspondence or minutes relating thereto, to the HQ Access and Hearings Unit.

(3) Access Hearing Plan

The region prepares an access hearing plan to be used as an exhibit at the public hearing (Chapter 210) and forwards it to the HQ Right of Way Plans Office for review. See the *Plans Preparation Manual* for a list of data to be shown on the access hearing plan in addition to the access report plan data.

When the plan review is completed by Headquarters, the access hearing plan is placed on the E&EP Director's calendar for approval of Phase 2 authority (Figure 1410-1).

(4) Documentation

Documentation for the establishment of limited access control is in Chapter 210.

1430.03 Full Control (Most Restrictive)

(1) Introduction

Full control limited access highways provide almost complete freedom from disruption by allowing access only through interchanges at selected public roads/streets, rest areas, viewpoints, or weigh stations, and by prohibiting at-grade crossings and approaches. Gated approaches are occasionally allowed but only with approval of a request that includes an Access Point Decision Report (Chapter 1425).

At times, on state highways where full access control has been established, except Interstate, staged access acquisition may be used (subject to the approval of an access deviation) with initial acquisition as partial or modified control and with ultimate acquisition of full control planned on the highway. Where there is no practical alternative within reasonable cost, the decision to defer acquisition of limited control of access must be documented and is subject to the approval of an access deviation.

(2) Application

Terminate full control limited access sections at apparent logical points of design change. The following guidelines are to be used for the application of full control on limited access highways:

(a) **Interstate.** Full control is required on Interstate highways.

(b) **Principal Arterial.** Documentation assessing the evaluation of full control is required for principal arterial highways requiring four or more through traffic lanes within a 20-year design period unless approved for partial or modified control on existing highways by the Transportation Commission.

(c) **Minor Arterial and Collector.** Minor arterial and collector highways will not normally be considered for development to full control.

(3) Crossroads at Interchange Ramps

The extension of limited access control beyond an intersection is measured from the center line of ramps, crossroads, or parallel roads as shown in Figures 1430-1a, b, and c, from the terminus of transition tapers, Figure 1430-2, and single point urban intersections, Figure 1430-3.

(a) **Ramps.** At-grade intersections and approaches are prohibited within the full length of any off or on interchange ramp. The ramp is considered to terminate at its intersection with the local road or street.

(b) **Frontage Roads.** See Figures 1430-1a, b and c. Direct access from the highway to a local service or frontage road is allowed only via the interchange crossroad.

(c) **Interchange Crossroads.** In both urban and rural areas, full control limited access must be established and then acquired along the crossroad at an interchange for a minimum distance of 300 ft beyond the center line of the ramp or the end of the transition taper.

If a frontage road or local road is located at or within 350 ft of a ramp, limited access will be established and then acquired along the crossroad and for an additional minimum distance of 130 ft in all directions from the center line of the intersection of the crossroad and the frontage or local road (Figures 1430-1a and b) or 130 ft from the ends of the raised splitter islands of a roundabout (Figure 1430-1c).

For interchanges incorporating partial cloverleaf and/or buttonhook ramps (Figure 1430-1b), limited access is required for all portions of the crossroad and frontage roads between the ramp terminals, and for a distance of 300 ft beyond the ramp terminals. If an at-grade intersection for a local road or street is to be served directly opposite the ramp terminals, limited access will be extended additionally for a minimum of 300 ft, along that leg of the intersection.

When the intersection in question is a roundabout, see Figure 1430-1c. This shows extension of full control to be 300 ft measured from the end of the raised splitter island for an intersection with a ramp terminal and 130 ft for three legs of an at-grade intersection at or within 350 ft of a ramp terminal intersection.

Figure 1430-2 shows the terminus of transition taper.

For a single point urban interchange (SPUI) with a right or left turn “ramp branch” (separated by islands), Figure 1430-3, access control is measured (300 ft) from the intersection of the center line of the ramp branch with the center line of the nearest directional roadway.

(d) **Levels of Limited Access, Location of Approaches.** See Figures 1430-1a, b, and c and Figures 1430-2 and 3. Provide full control for 300 ft from the center line of the ramp or terminus of a transition taper.

If the economic considerations to implement full control for the full 300 ft are excessive, then provide full control for the first 130 ft and partial or modified control may be provided for the remaining 170 ft, for a total minimum distance of 300 ft of limited access. Contact the HQ Access and Hearings Unit when considering this option.

An approved access deviation is required if the limited access control falls short of 300 ft and for any access that has been allowed to remain within the first 130 ft.

Ensure that approaches are far enough away from a frontage road intersection to provide efficient intersection operation.

(4) Location of Utilities, Bus Stops, Mailboxes, and Pedestrian Crossings

(a) **Utilities.** See the *Utilities Accommodation Policy* regarding location of and access to utilities. Connecting utility lines are allowed along the outer right of way line between intermittent frontage roads.

(b) **Bus Stops.** Common carrier or school bus stops are not allowed except at:

- Railroad crossings (Chapter 930).
- Locations provided by the state on the interchanges (such as flyer stops).
- In exceptional cases, along the main roadway where pedestrian separation is available.

(c) **Mailboxes.** Mailboxes are not allowed on full control limited access highways. Mail delivery will be from frontage roads or other adjacent local roads.

(d) **Pedestrian Crossings.** At-grade pedestrian crossings are not allowed except at ramp terminal at-grade intersections.

(5) Nonmotorized Traffic

All nonmotorized traffic is prohibited on full control limited access highways. This prohibition does not apply to:

- Pedestrian separations or other facilities provided specifically for pedestrian use.
- Bicyclists using facilities provided specifically for bicycle use (separated paths).
- Bicyclists using the right-hand shoulders, except where such use has been specifically prohibited. Information pertaining to such prohibition is available from the Traffic Branch of the Operations and Maintenance Office.

(6) Trails

Pedestrian and bicycle trails are allowed, consistent with “Rules of the Road” (RCW 46.61), within the limits of full control limited access highways. When trails are allowed (with headquarters approval), they must be documented

on the right of way and limited access plan. The plan shows the location of the trail and where the trail crosses limited access, and provides movement notes. See 1430.10(1).

1430.04 Partial Control

(1) Introduction

Partial control may be established, when justified, on any highway except Interstate. Partial control provides a considerable level of protection from traffic interference and protects the highway from future strip-type development.

Upon acquisition of partial control limited access rights, the number, type, and use of the access approaches of abutting property are frozen. The abutting property access rights and type of use are recorded upon the property deed. The rights and use may not be altered by the abutting property owner, the local jurisdiction, or the region. This authority resides with the State Design Engineer. See 1430.10.

(2) Application

Partial control will not normally be used in urban areas, or inside corporate limits on existing principal arterial highways where traffic volumes are less than 700 design hourly volume (DHV). Terminate limited access sections at apparent logical points of design change.

(a) **Principal Arterial.** The minimum route length is all sections not requiring full control. See 1430.03(2)(b).

Partial control is required when the estimated traffic volumes exceed 3,000 average daily traffic (ADT) within a 20-year design period on principal arterial highways requiring two through traffic lanes. For multilane principal arterial highways, see 1430.03(2)(b).

(b) **Minor Arterial.** The minimum route length is: urban, 2 miles; rural, 5 miles; and combination urban and rural, 3 miles.

Partial control is required on rural minor arterial highways on both new and existing locations, and urban minor arterial highways on new locations, requiring four or more through traffic lanes within

a 20-year design period, or requiring only two through traffic lanes where the estimated traffic volumes exceed 3,000 ADT within a 20-year design period.

Other rural minor arterial highways with only two lanes may be considered for partial control if any of the following conditions apply:

- The partial control can be acquired at a reasonable cost.
- The route connects two highways of a higher functional classification.
- The potential land development can result in numerous individual approaches, such as encountered in recreational or rapidly developing areas.
- The highway traverses publicly owned lands where partial control is desirable.

(c) **Collector (New Alignment).** Partial control is required on collector highways on new locations requiring four or more through traffic lanes in a 20-year design period.

(d) **Collector (Existing).** Existing collector highways will normally be considered for partial control limited access only when all of the following conditions apply:

- The highway serves an area that is not directly served by a higher functional classification of highway.
- Existing or planned development will result in traffic volumes significantly higher than what is required for partial control on minor arterials.
- Partial control can be established without a major impact on development of abutting properties within the constraints of established zoning at the time when the partial control is proposed.

(3) Interchanges and Intersections

(a) **Interchanges.** When an interchange occurs on a partial control limited access highway, full control applies at the interchange and interchange ramps. Refer to 1430.03(3) and see Figures 1430-1a, b, and c for required minimum lengths of access control.

(b) **Intersections.** At an at-grade intersection on a partial control limited access highway, control will be established and acquired along the crossroad for a minimum distance of 300 ft from the center line of the highway. (Figure 1430-4) If another frontage or local road is located at or within 350 ft of the at-grade intersection, limited access will be established and then acquired along the crossroad for the required minimum 300 ft and for an additional minimum distance of 130 ft in all directions from the center line of the intersection of the frontage or local road or the ends of the raised splitter islands of a roundabout (Figure 1430-5) and the crossroad. On multilane highways, measurements will be made from the center line of the nearest directional roadway.

An approved access deviation is required if the limited access control falls short of 300 ft and for any access that has been allowed to remain within the first 130 ft.

At-grade intersections with public roads are limited to the number allowed for the functional classification of highway involved as follows:

Principal Arterial - If the ADT is less than 2,000, one mile spacing (minimum), center line to center line. If over 2,000 ADT within 20 years, plan for grade separation.

Minor Arterial - If the ADT is less than 2,000, one-half mile spacing (minimum), center line to center line. If over 2,000 ADT within 20 years, plan for grade separation.

Collector - Road (or street) plus property approaches not more than six per side per mile.

However, with approval from the State Design Engineer, shorter intervals may be used where topography or other conditions restrict the design. When intersecting roads are spaced farther apart than one per mile, median crossings may be considered for U-turns in accordance with Chapter 910. Keep U-turns to a minimum, consistent with requirements for operation and maintenance of the highway.

To discourage movement in the wrong direction on multilane highways, locate private approaches 300 ft or more from an at-grade intersection. At a tee intersection, a private approach may be located directly opposite the intersection or

a minimum of 300 ft away from the intersection. Ensure that a private approach directly opposite a tee intersection cannot be mistaken for a continuation or part of the public traveled way.

(4) Access Approach

Partial control is exercised to the level that, in addition to intersections with selected public roads, some crossings and private driveways may be allowed.

(a) **Approach Types.** Partial control limited access highways allow at-grade intersections with selected public roads and private approaches using Type A, B, C, and F approaches. See Chapter 1420 for definitions of the approach types.

Type D, commercial approaches, are not allowed direct access to partial control limited access highways. Commercial access is allowed only by way of public roads.

The type of approach provided for each parcel takes into consideration present and potential land use and is based on an economic evaluation. See 1430.05(4) for a list of considerations.

(b) **Design Considerations.** The following considerations are used to determine the number and location of access approaches on partial control limited access highways.

1. Access approaches must be held to a minimum. The number is limited as follows:
 - Principal arterial - 2 per side per mile.
 - Minor arterial - 4 per side per mile.
 - Collector - 6 per side per mile including at-grade intersections
2. Approaches in excess of the number listed in 1., above, may be allowed as stage construction if approved by the State Design Engineer.
3. Approaches are not allowed for parcels that have reasonable access to other public roads unless the parcel has extensive highway frontage.

4. Relocate or close approaches located in areas where sight limitations create undue hazard.
5. Allow only one approach for each parcel except for very large ownerships, or where terrain features do not allow the property to be served by a single approach. This includes contiguous parcels under a single ownership.
6. Where possible, locate a single approach to serve two or more parcels.
7. The approved design is to provide for future development of frontage roads that will eliminate an excessive number of approaches.

(5) Location of Utilities, Bus Stops, Mailboxes, and Pedestrian Crossings

(a) **Utilities.** See the *Utilities Accommodation Policy* regarding location of and access to utilities. Connecting utility lines are allowed along the outer right of way line between intermittent frontage roads.

(b) **Bus Stops.** Bus stops for both common carriers and school buses are not allowed on either two or four-lane highways, except as follows:

- At railroad crossings per Chapter 930.
- At locations of intersections with necessary pullouts to be constructed by the state.
- Where shoulder widening has been provided for mail delivery service.
- For a designated school bus loading zone on the traveled lane or adjacent thereto which has been approved by the Department of Transportation.

Buses are not allowed to stop in the traveled lanes blocking at-grade intersections or private approaches to load or unload passengers.

School bus loading zones on partial control limited access highways must be posted with school bus loading zone signs, in accordance with the latest edition of the *Manual on Uniform Traffic Control Devices*.

(c) **Mailboxes.** Locate mailboxes on frontage roads or at intersections with the following exceptions for properties that are served by Type A or B approaches:

- Locate mailboxes on a four-lane highway only on the side of the highway on which the deeded approach is provided.
- Locate mailboxes on a two-lane highway on the side of the highway that is on the right in the direction of the mail delivery.

Whenever mailboxes are allowed on a partial control limited access highway, provide mailbox turnouts to allow mail delivery vehicles to stop clear of the through traffic lanes. See Chapter 700 for additional information concerning mailbox locations and turnouts.

(d) **Pedestrian Crossings.** Pedestrian crossings are allowed when grade-separated.

At-grade pedestrian crossings are allowed:

- At intersections only where an at-grade crossing is provided in accordance with Chapter 1025.
- On two-lane highways at mailbox locations.
- On two-lane highways not less than 100 ft from a school bus loading zone (pull out) adjacent to the traveled lane, if school district and WSDOT personnel determine that stopping in the traveled lane is hazardous.
- On two-lane highways where the school bus is stopped on the traveled lane to load or unload passengers and the required sign and signal lights are displayed.

(6) Nonmotorized Traffic

On partial control limited access highways, pedestrian and bicycle traffic is allowed, consistent with “Rules of the Road” (RCW 46.61), except when unusual safety conditions support prohibition. Information pertaining to such prohibitions is available from the Traffic Engineering Branch of the Operations and Maintenance Office.

(7) Trails

Pedestrian and bicycle trails are allowed, consistent with “Rules of the Road,” on partial control limited access highways. When trails are allowed (with headquarters approval), they must

be documented on the right of way and limited access plan. The plan shows the location of the trail and where the trail crosses limited access, and provides movement notes. See 1430.10(1).

1430.05 Modified Control (Least Restrictive)

(1) Introduction

Modified control is intended to prevent further deterioration in the safety and operational characteristics of existing highways by limiting the number and location of access points.

Upon acquisition of modified control limited access, the number, type, and use of access approaches of abutting property are frozen. The abutting property access rights and type of use are recorded upon the property deed. The rights and use may not be altered by the abutting property owner, the local jurisdiction, or the region. This authority resides with the State Design Engineer. See 1430.10.

(2) Application

In general, modified control is applied where some level of control is desired, but existing and potential commercial development precludes the implementation of full or partial control.

(a) **Existing Highways.** Modified control may be established and acquired on existing highways other than Interstate. Priority is given to highway segments where one or both of the following conditions apply:

- Commercial development potential is high, but most of the adjoining property remains undeveloped.
- There is a reasonable expectation that the adjoining property will be redeveloped to a more intensive land use resulting in greater traffic congestion.

(b) **Design Analysis.** Selection of highways on which modified control may be applied is based on a design analysis including the following factors:

- Traffic volumes.
- Level of service.
- Safety.
- Level of Development Plan.
- Route continuity.
- Population density.
- Local land use planning.
- Present and potential land use.
- Predicted growth rate.
- Economic analysis.

(c) **Exceptions.** Where modified control is to be established, developed commercial areas may be excepted from control when all or most of the abutting property has been developed to the extent that few, if any, additional commercial approaches will be required with full development of the area. Contact the HQ Access and Hearings Unit when considering this option. If this exception is within the limits of access control requirements, an approved access deviation is required.

(3) Intersections

At an intersection on a modified control limited access highway, access control will be established and acquired along the crossroad for a minimum distance of 130 ft from the center line of a two-lane highway, from the center line of the nearest directional roadway of a four-lane highway, or from the ends of the raised splitter islands of a roundabout (Figures 1430-5 and 6). Approaches are allowed within this area only when there is no reasonable alternative. An approved access deviation is required for any access that has been allowed to remain within the first 130 ft.

(4) Access Approach

The number and location of approaches on a highway, with modified control, must be carefully planned to provide a safe and efficient highway compatible with present and potential land use.

(a) **Approach Types.** Modified control limited access highways allow at-grade intersections with selected public roads and with private approaches using Type A, B, C, D, and F approaches. See Chapter 1420 for definitions of the approach types.

The type of approach provided for each parcel takes into consideration present and potential land use and is based on an economic evaluation that considers the following:

- Local comprehensive plans, zoning, and land use ordinances.
- Property covenants and/or agreements.
- City or county ordinances.
- The highest and best use of the property.
- Highest and best use of adjoining lands.
- Change in use by merger of adjoining ownerships.
- All other factors bearing upon proper land use of the parcel.

(b) **Design Considerations.** The following considerations are used to determine the number and location of approaches:

1. Parcels that have access to another public road or street are not normally allowed direct access to the highway.
2. Relocate or close approaches located in areas where sight limitations create undue hazard.
3. Hold the number of access approaches to a minimum. Access approaches are limited to one approach for each parcel of land, or when adjoining parcels are under one contiguous ownership.
4. Encourage joint use of access approaches where similar use of land allows.
5. Additional approaches may be allowed for future development consistent with local zoning. Once limited access has been acquired, this will require a value determination process. See 1430.10.
6. Close existing access approaches not meeting the above.

(5) Location of Utilities, Bus Stops, Mailboxes, and Pedestrian Crossings

(a) **Utilities.** See the *Utilities Accommodation Policy* regarding location of and access to utilities. Connecting utility lines are allowed along the outer right of way line between intermittent frontage roads.

(b) **Bus Stops and Pedestrian Crossings.** Bus stops and pedestrian crossings are allowed as follows:

- In rural areas, bus stops and pedestrian crossings are subject to the same restrictions as in 1430.04(5).
- In urban areas, bus stops for both commercial carriers and school buses are allowed. See Chapter 1060 for requirements.

(c) **Mailboxes.** Locate mailboxes adjacent to or opposite all authorized approaches as follows:

- Locate mailboxes on a four-lane highway only on the side of the highway on which the deeded approach is provided.
- Locate mailboxes on a two-lane highway on the side of the highway that is on the right in the direction of the mail delivery. Where mailboxes are allowed, a mailbox turnout is recommended to allow mail delivery vehicles to stop clear of the through traffic lanes. See Chapter 700 for additional information concerning mailbox locations and turnouts.

(6) Nonmotorized Traffic

Pedestrian and bicycle traffic is allowed, consistent with “Rules of the Road” (RCW 46.61), on modified control limited access highways, except where unusual safety considerations support prohibition. Information pertaining to such prohibitions is available from the Traffic Engineering Branch of the Operations and Maintenance Office.

(7) Trails

Pedestrian and bicycle trails are allowed, consistent with “Rules of the Road,” on modified control limited access highways. When trails are

allowed, they must be documented on the right of way and limited access plan. The plan shows the location of the trail and where the trail crosses limited access, and provides movement notes. See 1430.10(1)

1430.06 Access Approaches

(1) General

Access approaches may be allowed on limited access highways consistent with the requirements outlined in 1430.03, 1430.04, and 1430.05.

For additional information pertaining to approaches, refer to Chapters 915 (roundabouts), 920 (approach design templates), and 1410 (right of way), and the *Plans Preparation Manual*.

(2) Definitions

See Chapter 1420 for specific definitions of the approach types. The widths for the approach types are negotiated, and only the negotiated width is shown on the right of way and limited access plan.

1430.07 Frontage Roads

Local agency approval is required for any planned frontage roads, county roads, city streets, or cul-de-sacs. The local agency must also agree in writing to accept and maintain the new section as a county road or city street.

(1) General

Frontage roads are provided in conjunction with limited access highways to:

- Limit access to the main line.
- Provide access to abutting land ownerships.
- Restore continuity of the local street or roadway system.

Refer to Chapter 620 for frontage road general policy, and to Chapter 330 for required documentation.

By agreement under which the state is reimbursed for all costs involved, frontage roads that are not the responsibility of the state may be built by the state upon request of a local political subdivision, a private agency, or an individual.

(2) County Road and City Street

To connect roads or streets that have been closed off by the highway, short sections of county roads or city streets that are not adjacent to the highway may be constructed if they will serve the same purpose as, and cost less than, a frontage road.

(3) Cul-de-Sacs

For a frontage road or local street bearing substantial traffic that is terminated or closed at one end, provide a cul-de-sac (or other street or roadway consistent with the local policy or practice) that is sufficient to allow vehicles to turn around without encroachment on private property.

1430.08 Turnbacks

When WSDOT transfers jurisdiction of operating right of way to a city, town, or county a turnback agreement is required. See the *Agreements Manual* for turnback procedures.

Locate the turnback limits at points of logical termination. This will allow WSDOT to retain an adequate amount of right of way for maintenance of the highway and for other operational functions.

In areas where limited access rights have been acquired from the abutting property owners, the limited access rights will continue to be required for highway purposes, thus the limited access rights will not be included as part of a turnback agreement.

When a signalized intersection is in the area of a turnback, locate the turnback limit outside of the detector loops if WSDOT is continuing the ownership, operation, and maintenance of the signal system. For a roundabout, locate the turnback limit at the back of the raised approach splitter island if WSDOT is continuing the ownership, operation, and maintenance of the roundabout.

1430.09 Adjacent Railroads

(1) General

A limited access highway and a railroad are considered adjacent when they have a common right of way border with no other property

separating them. The allowed approaches only apply to adjacent railroad property that is directly used for current railroad operation.

(2) Requirements

It is in the public interest to provide access to the railroad right of way, from limited access highways, for maintenance of the railroad and the utilities located on the railroad right of way when other access is not feasible. This applies both to new highways and to existing highways where limited access has been acquired.

Direct access is allowed when local roads are infrequent or there are few highway-railroad crossings from which trail-type access for maintenance purposes is feasible, and when unique topography or other unusual conditions justify its use.

Direct access from the highway is considered unnecessary and is not allowed when:

- There are local roads adjacent to or crossing the railroad.
- A trail-type road can be provided by the railroad between crossroads.
- The limited access highway is paralleled by a frontage road adjacent to the railroad.
- No highway previously existed adjacent to the railroad.

(3) Restrictions

To justify direct approaches to provide access to railroad right of way, all of the following conditions must be met:

- A maximum of one approach is allowed for every 2 miles of highway.
- The approach must not adversely affect the design, construction, stability, traffic safety, or operation of the highway.
- Except when the railroad is located in the median area, the approach is to be accomplished in a legal manner by right turns only to and from the roadway nearest the railroad. Median crossing is not allowed.

- The approach is secured by a locked gate under arrangements satisfactory to the department. (See approach Type C in Chapter 1420, and Chapter 1425.)
- Parking of any vehicles or railroad equipment is prohibited within limited access highway right of way.
- A special emergency maintenance permit must be obtained for periods of intensive railroad maintenance.
- The approach must be closed if the railroad operation ceases.
- Approaches are limited to use by the railroad company unless specific provisions for other use are shown on the right of way and limited access plan and included in the right of way negotiations.

1430.10 Modifications to Limited Access Highways

(1) General

Modifications to limited access highways can only be made by application of current design requirements and with the approval of the E&EP Director or designee and, when appropriate, the Federal Highway Administration.

Any change is a modification to limited access: new fence openings, closing existing fence openings, adding trails that cross into and out of the right of way, and widening existing approaches, for instance. The right of way and limited access plan must be revised and, if private approaches are involved, deeds must be redone.

Consider the following factors when evaluating a request for modification of a limited access highway:

- Existing level of control on the highway.
- Functional classification and importance of the highway.
- Percentage of truck traffic.
- Highway operations.
- Present or future land use.
- Environment or aesthetics.
- Economic considerations.
- Safety considerations.

Evaluate all revisions to limited access highways to determine if access hearings are required.

Also see Chapter 1425, “Access Point Decision Report,” for requirements to be met for selected modifications to full control limited access highways such as the Interstate System and multilane state highway.

(2) Modifications for Private Access Approaches

(a) **Requirements.** Examples of access modification requested by abutting property owners include additional road approaches, changes in the allowed use, or additional users of existing road approaches.

Plan revisions that provide for additional access to abutting properties after the department has purchased the access rights are discouraged. However, these revisions may be considered if all of the following can be established:

- There are no other reasonable alternatives.
- The efficiency and safety of the highway will not be adversely impacted.
- The existing situation causes extreme hardship on the owner(s).
- The revision is consistent with the limited access highway requirements.

(b) **Procedures.** The region initiates a preliminary engineering review of the requested modification to or break in limited access. This preliminary review will be conducted with the HQ Access and Hearings Unit to determine if conceptual approval can be granted for the request. If conceptual approval can be granted then:

- The region initiates an engineering review of the requested modification.
- The region prepares and submits to HQ Plans Branch a preliminary right of way and limited access plan revision together with a recommendation for approval by the E&EP Director. When federal aid funds are

involved in any phase of the project, the proposed modification will be sent to FHWA for their review and approval.

- The recommendation will include an item-by-item analysis of the factors listed in 1430.10(1) and 1430.10(2)(a) above.

(c) **Valuation Determination.** Upon preliminary approval, region Real Estate Services prepares an appraisal for the value of the access change using a before and after appraisal.

- The appraisal follows the requirements set forth in the *Right of Way Manual*.
- The appraisal is reviewed by the HQ Real Estate Services Office. If the appraisal data does not support a value of \$1,500 or more, a minimum value of \$1,500 is used.
- For well documented special cases where it does not appear appropriate to base the charges on the reviewed appraisal, region Real Estate Services documents the circumstances that support granting the requested change at less than the determination of value in an administrative settlement letter.
- The appraisal package is sent to HQ Real Estate Services Office for review and approval.
- If federal aid funds were involved in purchasing access control, HQ Real Estate Services will send a copy of the appraisal package to FHWA for their review and approval.

(d) **Final Processing.**

- Region Real Estate Services informs the requestor of the approved appraised value for the change.
- If requestor is still interested, region prepares a "Surplus Disposal Package" for HQ Real Estate Services Office review and approval.
- At the same time, the preliminary right of way and limited access plan revision previously transmitted is processed for approval.

- After the department collects the payment from the requestor, the region issues a permit for the construction, if required.
- If an existing approach is being surrendered, region Real Estate Services obtains a conveyance from the property owner.
- HQ Real Estate Services Office prepares and processes a deed granting the change to the access rights.

(3) Modifications for Public At-Grade Intersections

(a) **Requirements.**

- Public at-grade intersections on partial control limited access highways serve local arterials that form part of the local transportation network.
- Requests for new intersections on limited access highways must be made by or through the local governmental agency to WSDOT. The region will forward this request, including the data referenced in 1430.10(1) and 1430.10(2)(a) to the HQ Access and Hearings Unit.
- New intersections require full application of current limited access acquisition and conveyance to the WSDOT. The access acquisition and conveyance must be completed prior to beginning construction of the new intersection. The new intersection will meet WSDOT design and spacing requirements.

(b) **Procedures.**

- The region evaluates the request and contacts the HQ Access and Hearings Unit for conceptual approval.
- The region submits an intersection plan for approval (Chapter 910) and right of way and limited access plan revision request (*Plans Preparation Manual*). This plan includes the limited access design requirements along the proposed public at-grade intersection.

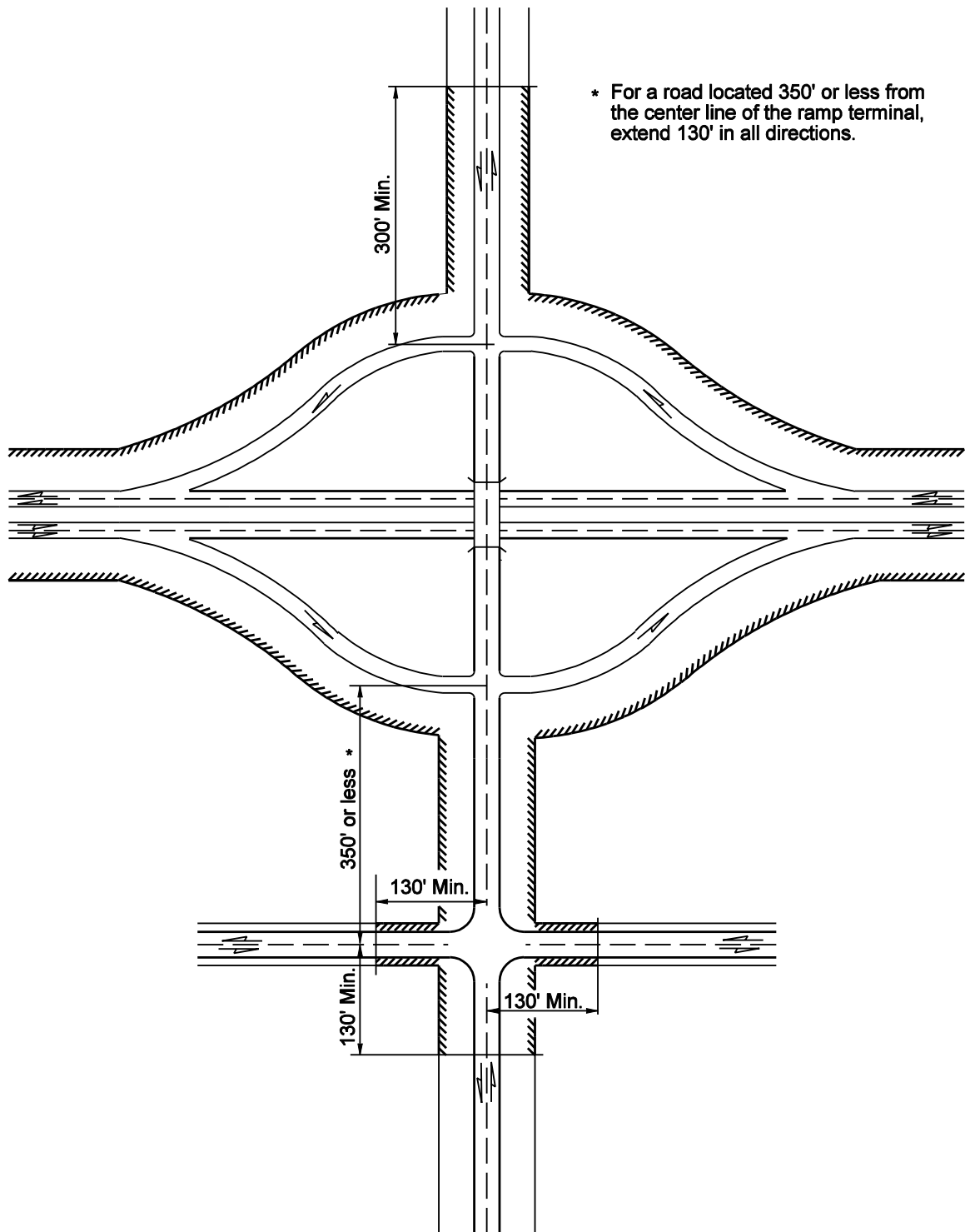
- The State Design Engineer approves the intersection plan.
- The E&EP Director approves the access revision.
- The region submits the construction agreement to the State Design Engineer. (See the *Agreements Manual*.)
- The E&EP Director approves construction agreement.

(c) Valuation Determination.

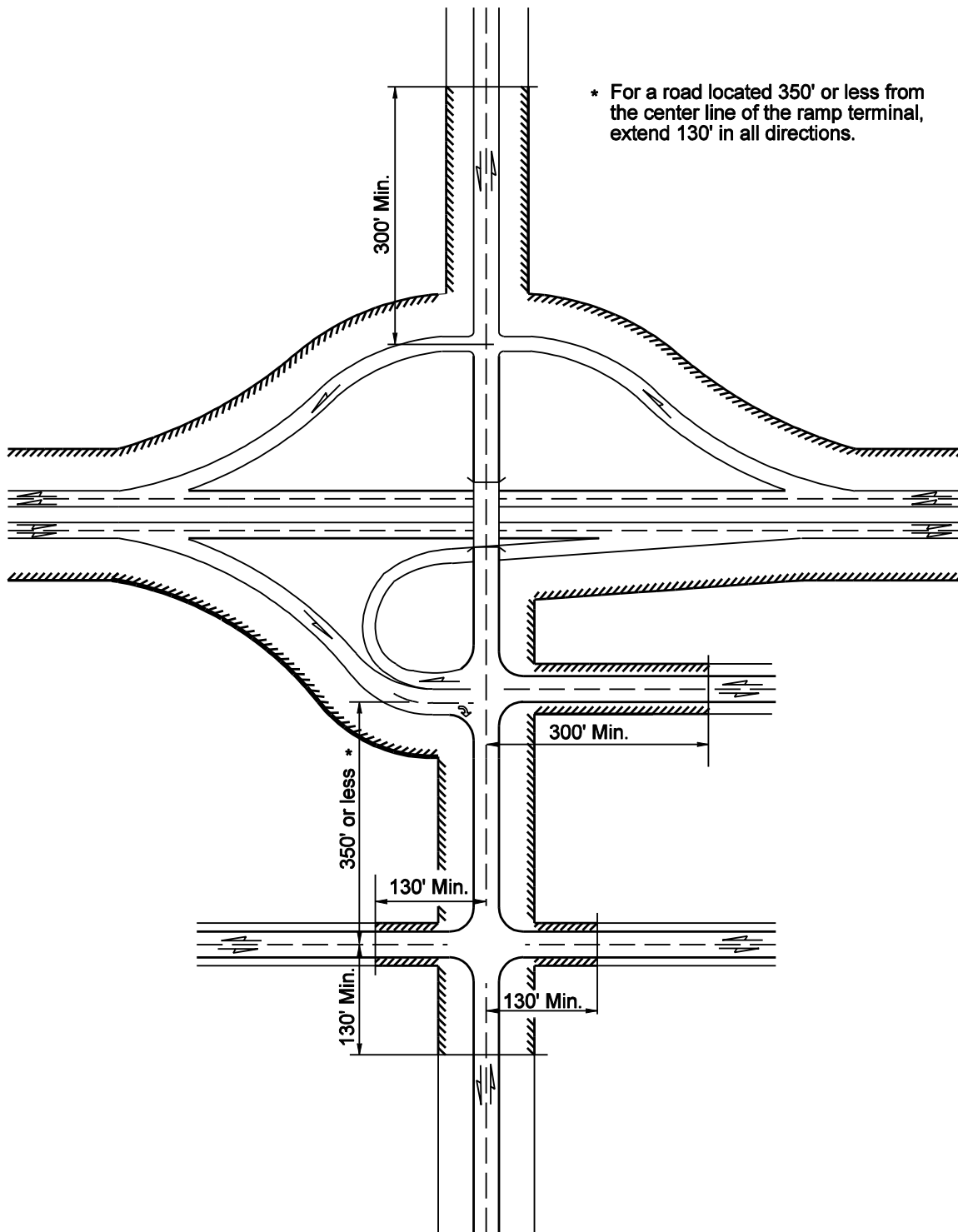
- When a requested public at-grade intersection will serve a local arterial that immediately connects to the local transportation network, compensation will not be required.
- When a requested public at-grade intersection will serve only a limited area, does not immediately connect to the local transportation network, or is primarily for the benefit of a limited number of developers, compensation for the access change will be addressed in the plan revision request. In these situations, compensation is appropriate and a value will be determined as outlined in 1430.10(2)(c) above.

1430.11 Documentation

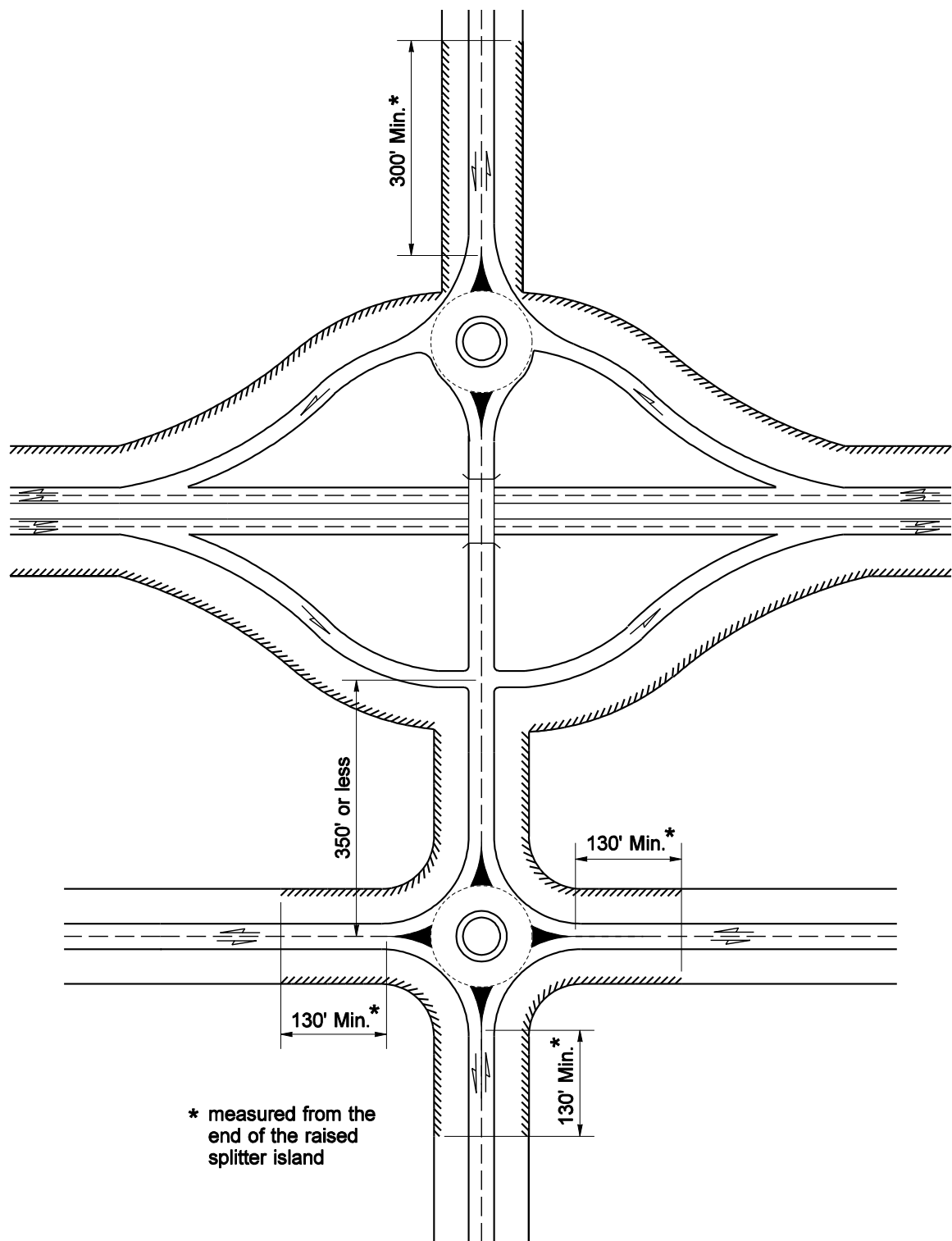
A list of the documents that are to be preserved [in the Design Documentation Package (DDP) or the Project File (PF)] is on the following website:
<http://www.wsdot.wa.gov/eesc/design/projectdev/>



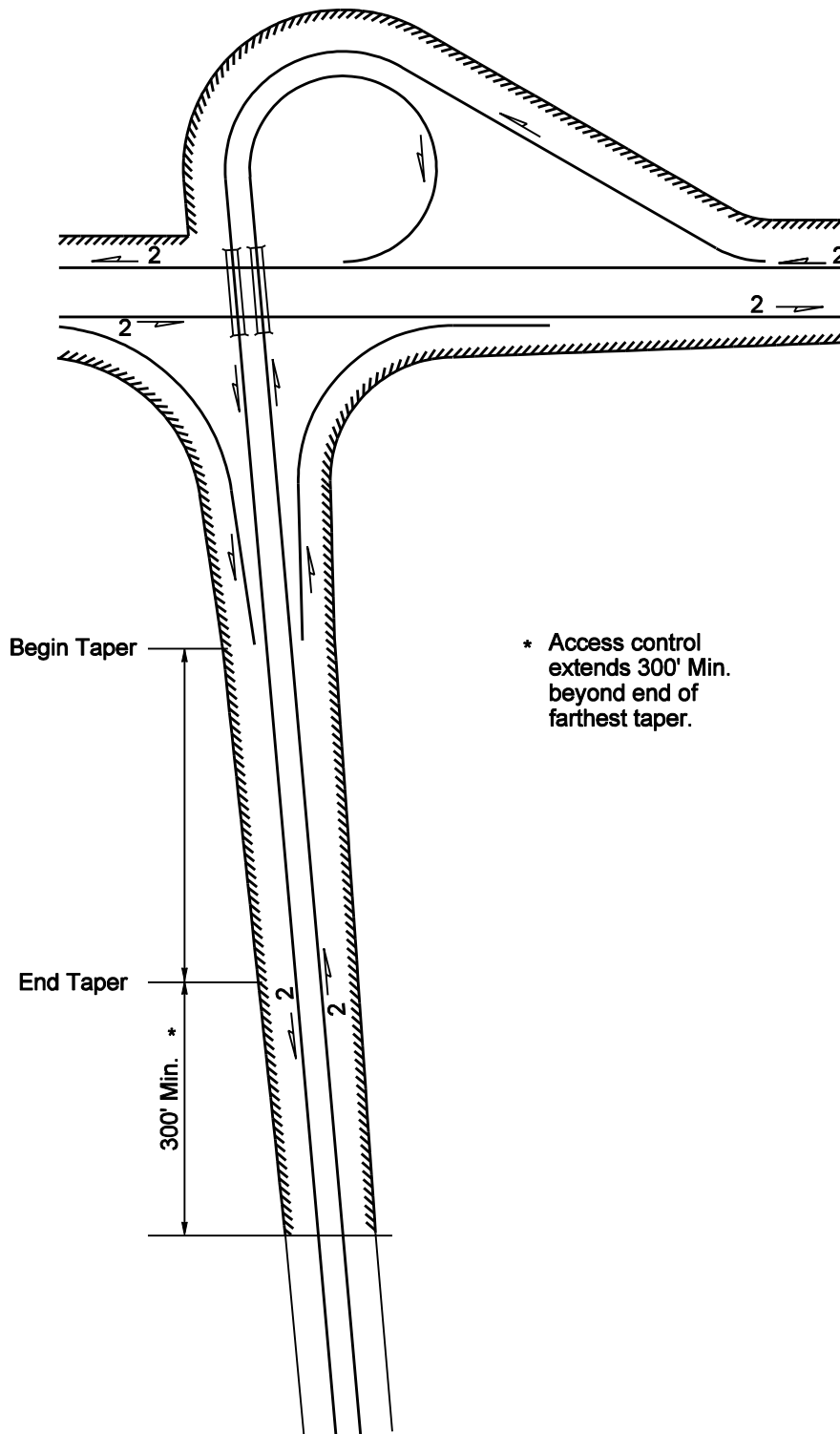
Full Access Control Limits - Interchange
Figure 1430-1a



Full Access Control Limits - Interchange
Figure 1430-1b

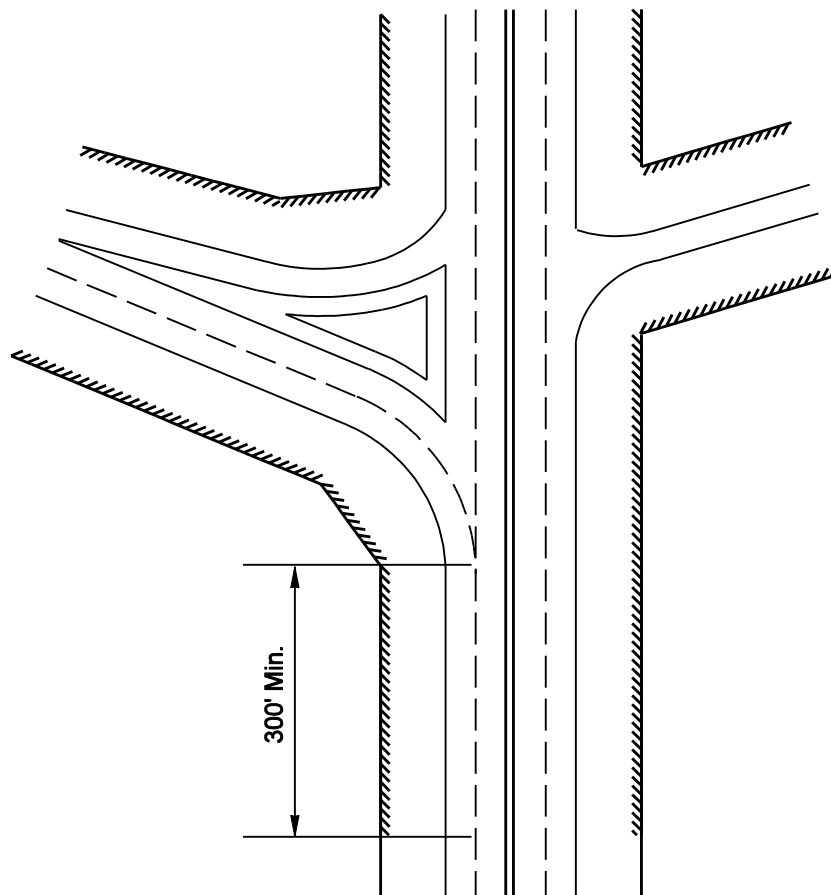


Full Access Control Limits - Interchange
Figure 1430-1c

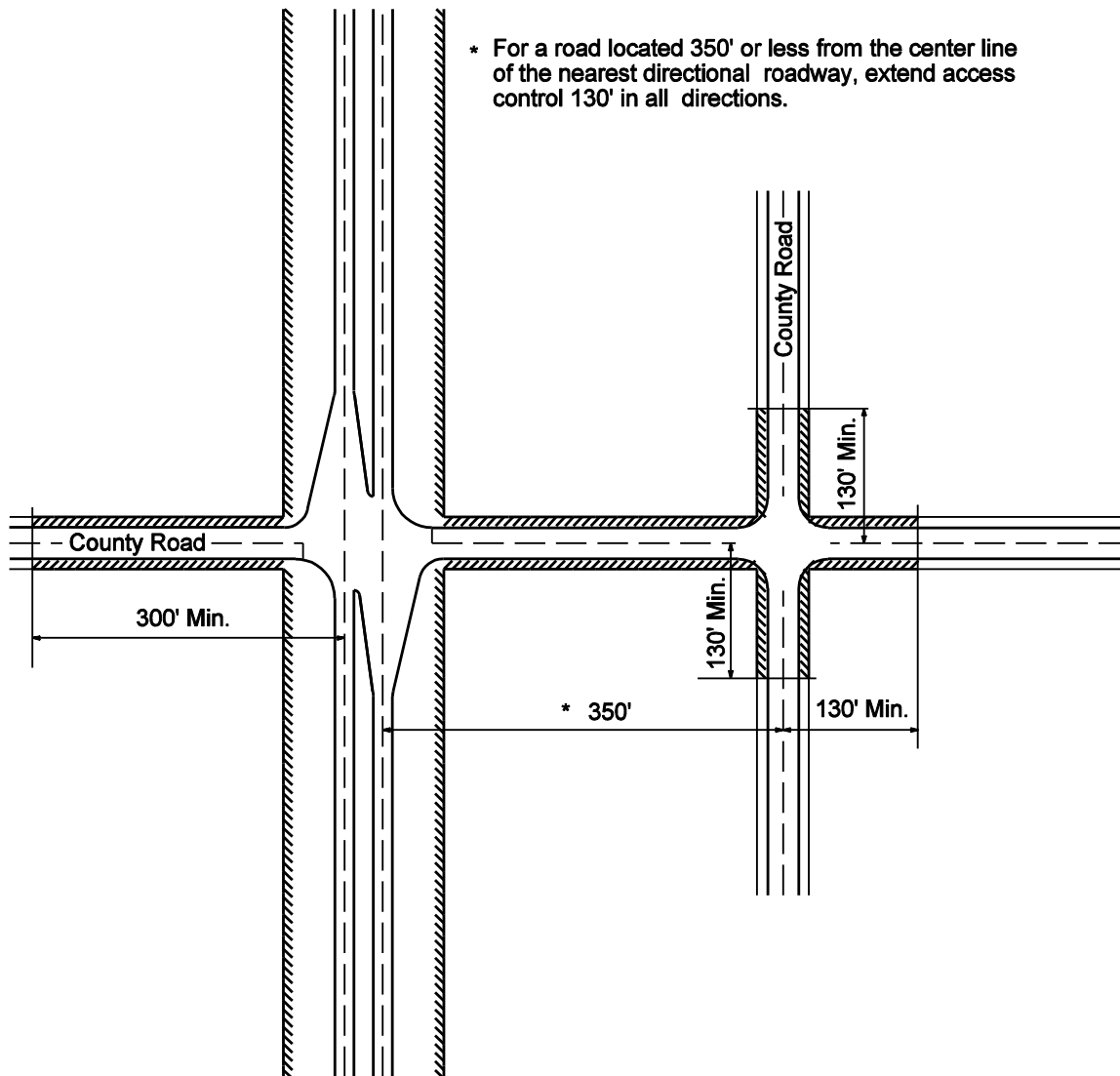


Full Access Control Limits - Ramp Terminal With Transition Taper

Figure 1430-2

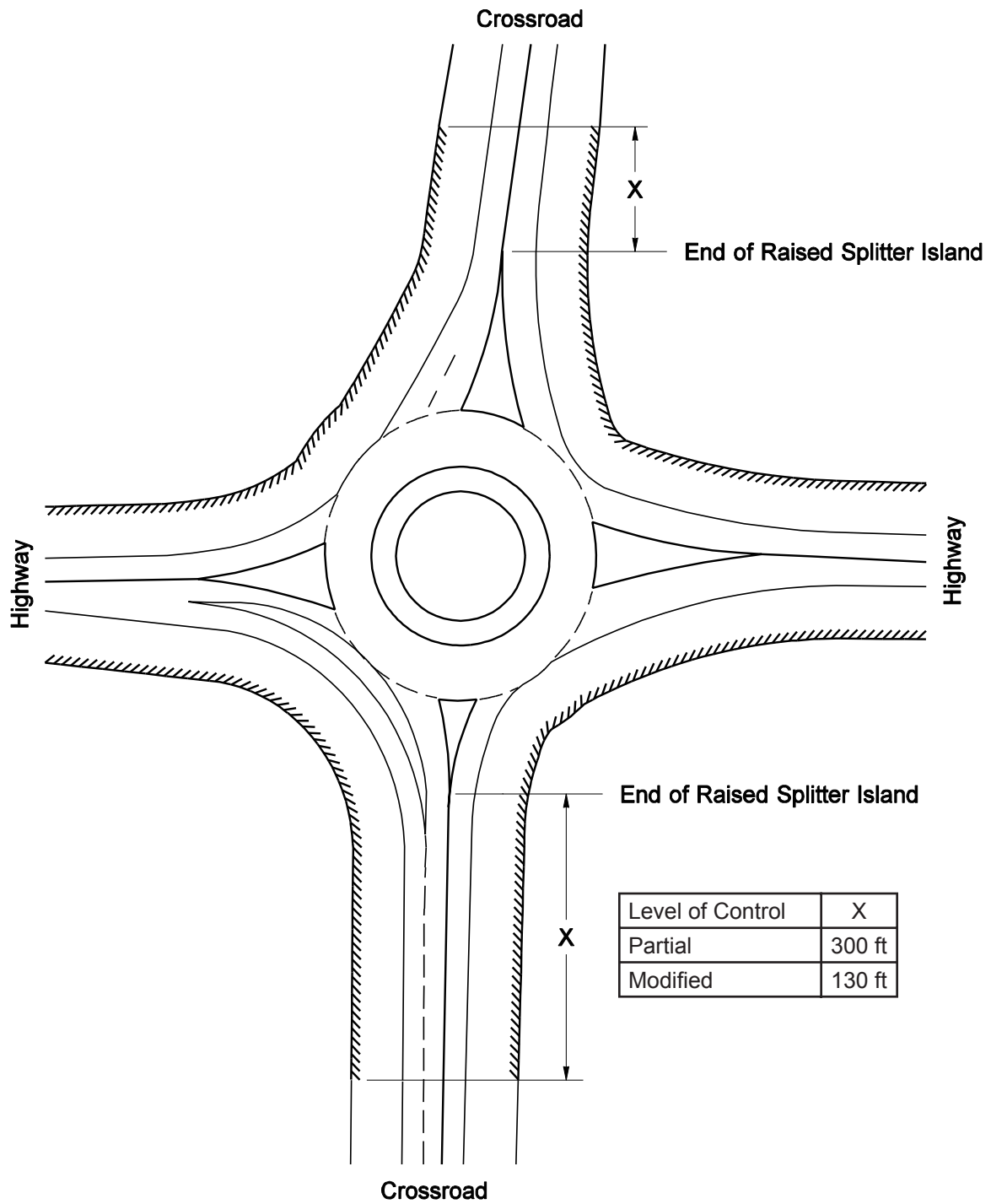


Full Access Control Limits - Single Point Urban Interchange
Figure 1430-3



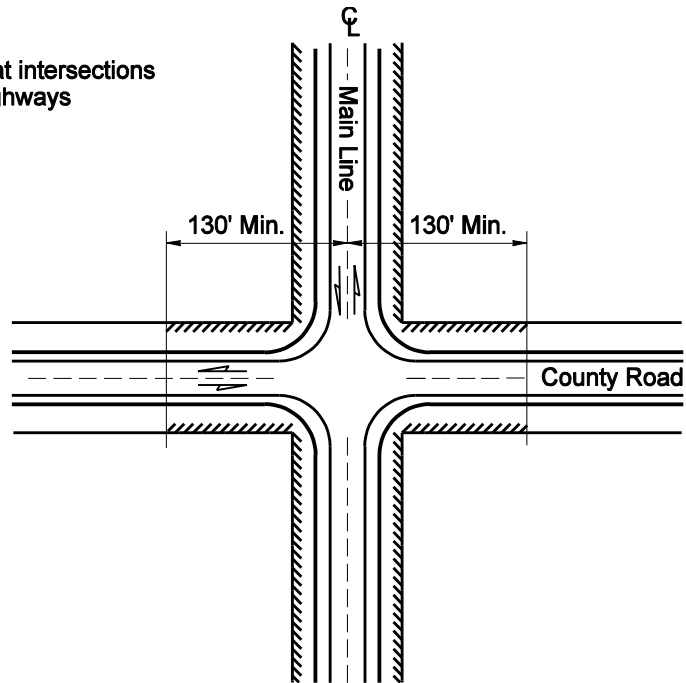
Partial Access Control Limits - At-Grade Intersections

Figure 1430-4

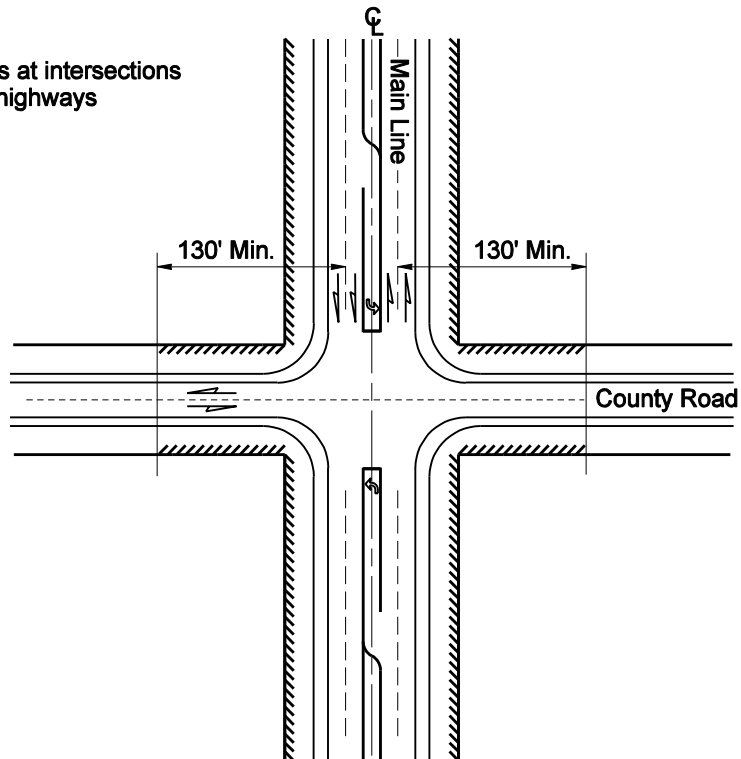


Partial and Modified Access Control Limits - Roundabout Intersections
Figure 1430-5

Access control limits at intersections
modified control highways
two-lane



Access control limits at intersections
modified control highways
multilane



Modified Access Control Limits - Intersections
Figure 1430-6